supply of food - grains under MDM in Uttar Pradesh have helped to improve the enrolment and retention of girls in schools.

Two studies were also commissioned by the Planning Commission - one, a comparative study of Orissa and Tamil Nadu and the other a comparative study on Himachal Pradesh and Uttar Pradesh. The first study found that while in Orissa there was positive impact on enrolment for SC/ST students, average attendance rate had increased in the post-MDM period in both Tamil Nadu and Orissa. The second study found that while it was difficult to evaluate the impact of the scheme on enrolment, there was a fluctuating trend in respect of attendance in UP and a marginal improvement in Himachal Pradesh.

(d) As per the scheme, foodgrains are made available free of cost to **States/** UTs through Food Corporation of India (FCI), the cost of which is reimbursed to FCI at BPL rate and therefore, no funds are allocated to States. Transportation costs are reimbursed to the State agencies. Year wise expenditure incurred during the last three years was as under:

Year	Expenditure (In Rs. Crore)
1998-1999	160015
1999-2000	1500.00
2000-2001	1299.00

Rail Accidents

*35. SHRI SWARAJ KAUSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) the number of rail accidents that took place in each year during the last five years, year-wise;

(b) what is the number of people killed and injured in each of these accidents;

(c) whether it is a fact that the number of rail accidents has risen during the last five years; and

(d) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) Number of consequential accidents Year-wise is given below:-

	1996-97	1997-98	1998-99	1999-00	2000-	2001- (Upto Jan.02)
Collision	26	35	24	20	20	29
Derailment	286	289	300	329	350	240
Manned	20	16	19	26	11	7
Unmanned	45	50	38	67	73	64
Fire	4	6	6	21	17	5
Miscellaneous	—	—	—	—	2	4
Total	381	396	397	463	473	349

(b) Number of persons killed and injured is given below:-

Casualties

	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02* (Upto Jan.02)
Killed	363	332	489	616	216	219
Injured	615	999	852	1121	488	681

(c) While there was an increase in the number of accidents during the last 2 years, there has been a substantial reduction in their number during the current year. There have been 3*49 accidents during April 2001 to January, 2002 as compared to 408 during the corresponding period of last year.

(d) The causes of accidents are as follows:-

	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02* (Upto Jan.02)
1	2	3	4	5	6	7
Failure of	252	262	268	287	293	235
Railway Staff	65	67	63	105	109	70
Failure of other than Railway Staff						
Material/Equip-ment Failure	37	38	33	28	33	1

1	2	3	4	5	6	7
Sabotage	12	13	11	21	19	12
Combination of Factors	1	3	1	—	4	—
Incidental	12	9	14	15	11	19
Not Established	2	4	7	7	4	2
Under Investigation						3
Total	381	396	397	463	473	349

* Figures for 2001 -02 are provisional.

Increasing Number of Drop-Outs

*36. SHRI SATISH PRADHAN :

SHRI RAM JETHMALANI:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have identified the reasons for the increasing number of drop-out cases, before passing 12th Class;

(b) whether it is a fact that the number of drop-out students at school level has been different in various States of the country;

(c) if so, the number and details thereof, State-wise; and

(d) what steps are proposed to be taken in this regard?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (DR. MURLI MANOHAR JOSHI): (a) As per the National Family Health Survey-II conducted for children between age group 6-17 years in 1998-99, the main reasons for students dropping out after enrolling are: children not interested in studies, the private cost of education being too high and the need for them to work-both in their own farms/business/households or outside for remuneration. These reasons account for almost 75% of the cases of dropouts. The other